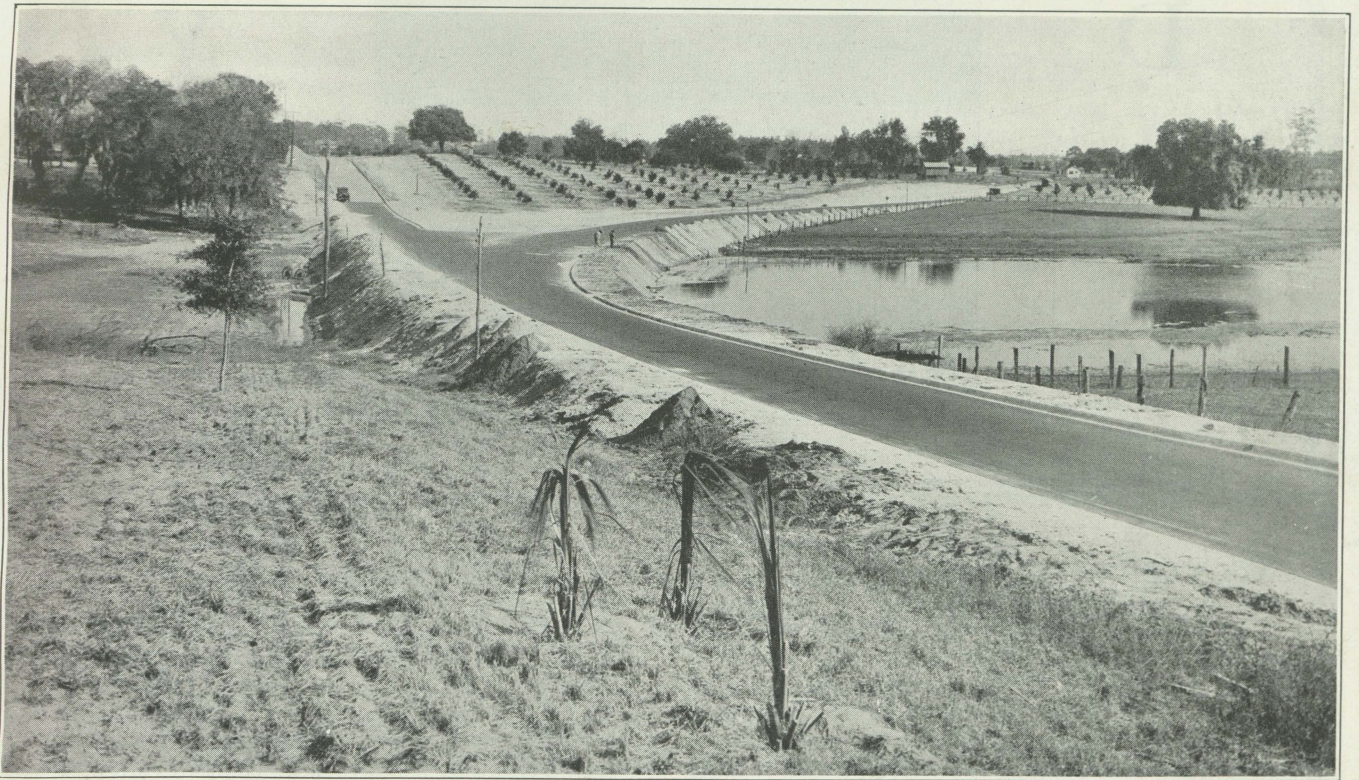


FLORIDA HIGHWAYS

Official Bulletin of the State Road Department

Vol. IX

No. 7

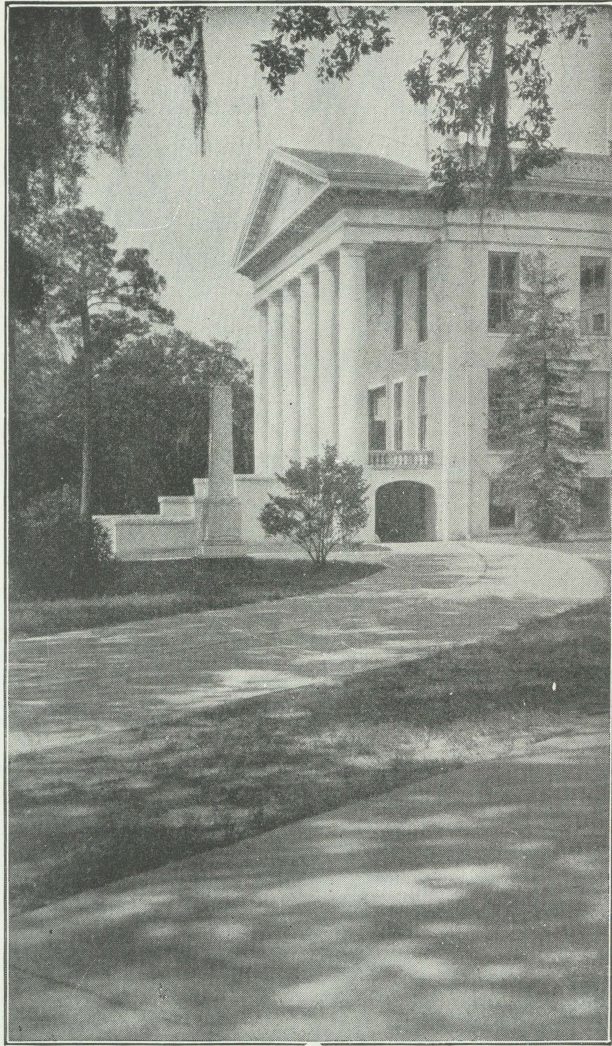


Federal Aid, Road 2, Bituminous Concrete

July 1932

FLORIDA

Vol. IX
No. 7



HIGHWAYS

JULY
1932

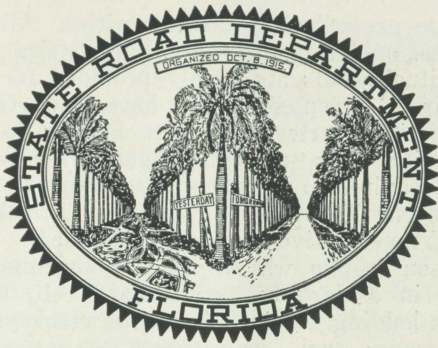
Address of H. H. Wells, Chairman State Road Department on August 6, Over Station W. R. U. F. Gainesville

OUR State Highway System comprising a total of 5,868 miles, maintained in a most excellent travelable condition twelve months in the year, has been constructed at a cost, exclusive of County and District Roads, of \$110,000,000. In addition to the comfort, convenience and enjoyment of these highways, Florida derives in cash \$21,000,000 annually from motor vehicles using the system. In other words, eliminating the County and District investments, we are now receiving annually more than 19% on our total State investment in roads. Florida is using convict labor in the extension and maintenance of its most wonderful highway system. Our maintenance program provides for the continuous upkeep of surface, right-of-way, back slopes, ditches, shoulders, drainage structures and bridges.

In the ten large road building States that keep complete records the average yearly surface maintenance cost alone is \$491.00 per mile for the types similar to ours, while the average yearly maintenance cost to us is \$161.52 per mile.

The Florida State Road Department has at the present time 1,338 prisoners working in the State convict road force, among which there are 387 white and 951 colored prisoners. White and colored convicts are worked in separate camps, and under no circumstances are they permitted in the same squads or stockades. We have twenty-seven detention camps in operation; twenty-three engaged in the construction of roads and four in general maintenance. The State convict road force includes all male State prisoners who, in the judgment of the State Prison physician, are capable of performing any of the several services incident to the construction and maintenance of roads. This force is under the direct supervision and control of the State Road Department and the Board of Commissioners of State Institutions. They are transported, housed, fed, clothed and guarded by employees especially selected for their fitness.

Florida's prison camps are of wooden construction, screened, well ventilated in summer, and com-



Florida Highways

Published Monthly
Official Bulletin of the State Road Department

PERSONNEL OF DEPARTMENT

H. H. WELLS (*Chipley*), *Chairman*
(*Official Residence, Tallahassee.*)

ADDISON LOGAN, <i>Tampa</i>	} <i>Members</i>
W. A. SHANDS, <i>Gainesville</i>	
GEORGE B. HILLS, <i>Jacksonville</i>	
J. E. LUPFER, <i>Kissimmee</i>	

KARL ROESCH, *Tallahassee, Secretary*

PERSONNEL OF EMPLOYEES IN GENERAL CHARGE OF THE WORK OF THE DEPARTMENT

Engineering Division

B. M. Duncan, Tallahassee.....	State Highway Engineer
L. K. Cannon, Tallahassee.....	Ass't. State Highway Engineer
W. I. Nolen, Tallahassee.....	Bridge Engineer
W. L. Thorpe, Gainesville.....	Supt. of Equipment

Division Engineers

DIVISION OF TESTS.....	H. C. Weathers, Gainesville
DIVISION OF SURVEYS AND PLANS.....	F. W. Berry, Jr., Tallahassee
FIRST DIVISION	R. K. Van Camp, Lakeland
Counties—Charlotte, Citrus, Collier, DeSoto, Glades, Hardee, Hendry, Hernando, Highlands, Hillsborough, Lake, Lee, Manatee, Pasco, Pinellas, Polk, Sarasota, Sumter.	
SECOND DIVISION.....	Leon B. Thrasher, Ocala
Counties—Alachua, Baker, Bradford, Columbia, Dixie, Gilchrist, Hamilton, Jefferson, LaFayette, Levy, Madison, Marion, Suwannee, Taylor, Union.	
THIRD DIVISION.....	E. K. Fogg, Chipley
Counties—Bay, Calhoun, Escambia, Franklin, Gadsden, Gulf, Holmes, Jackson, Leon, Liberty, Okaloosa, Santa Rosa, Wakulla, Walton, Washington.	
NORTH FOURTH DIVISION, E. S. Lofberg, Acting, Jacksonville	
Counties—Clay, Duval, Flagler, Nassau, Putnam, Seminole, St. Johns, Volusia.	
SOUTH FOURTH DIVISION, R. L. Bow, West Palm Beach	
Counties—Brevard, Broward, Dade, Indian River, Martin, Monroe, Okeechobee, Orange, Osceola, Palm Beach, St. Lucie.	

Auditing Division

S. L. Walters, Tallahassee.....Auditor

B. A. Meginniss, Attorney for the Department,
Editor

fortable in winter. They are equipped with both hot and cold water, including shower bath facilities. Camps are designed for not less than sixty individual bunks, yet the average number of prisoners per camp is forty-nine. Ample change of clothing, which is laundered at the camp, is provided. We have deep wells and sanitary regulations in keeping with State health specifications.

Connected directly with Florida's prison work on the highway system are two hundred ninety salaried employees at a cost to this Department of \$16,500 per month. We have twenty eight regular resident physicians, located in the vicinity of the camps. The health of the prisoner is guarded closely. In addition to the local camp physicians we have a State Camp physician, who visits the camps each month. With this method of supervision the percentage of sickness is reduced to the minimum. Such cases as cannot be treated in the camps are transferred to the Hospital at the State Farm.

In addition to the salaried employees of the State Road Department the State maintains four regular inspectors of convicts. They are men known to be capable, truthful, honest and sober, who make regular visits to the camps, and whose duty is to look after the welfare of the prisoners. Ample variety of food is furnished consisting of dry salt meat, ham, smoked sausage in oil, canned tripe, roast and corned beef, with fresh meats of either pork or beef twice each week. Among the staple foods are flour, lard, sugar, meal, grits, rice, macaroni, beans, peas, irish and sweet potatoes, onions, cabbage, oatmeal, evaporated apples, prunes, milk, peaches, pineapple, hominy, sweet corn, tomatoes, salmon and mixed vegetables, with fresh vegetables twice a week. The cost of tobacco for our prisoners is about \$1,000 per year. Our allowance of rations and bedding is the same as the standard fixed by the Army regulations of the United States. During the short winter days our sixty-hour working week schedule is not maintained; this schedule, however, is maintained with the exception of two or three months. A half holiday is given the prisoners on Saturday afternoons.

The total cost annually to this Department for the general supervision and maintenance of the prisoners engaged in highway work is \$497,436. On releasing a prisoner he is furnished with suitable citizens clothing, delivered to the nearest railroad station, and given \$10.00 in cash. Of the 5,868 miles of highway in Florida under our actual supervision, 745 miles is maintained by convicts and the average annual maintenance cost per mile is \$180.00, which is probably the lowest average, considering the year-round condition of the highways in America. Very careful consideration is given to the selection of Captains, Superintendents, Foremen, Guards, and other employees having to do with the prisoners. With the exception of isolated cases here and there it is most unusual for a complaint to be filed against an employee's handling of the prisoners.

Commutation of time for good conduct is granted all prisoners. Where no charge of mis-conduct has been registered against a twenty-year prisoner he is entitled to 2,628 days off his sentence. He would, therefore, with good conduct, complete a twenty-year sentence in less than thirteen years. All prisoners, without reference to the length of sentence, are entitled to gain time for good conduct. Corporal punishment was definitely abolished at the time the leasing

system went out of existence. The method of punishment is by solitary confinement or restriction of privileges. We have the only humane and reasonable method of punishment known to prison authorities.

The general public has an idea that we punish a prisoner by putting him in a "sweat box". No sweat boxes are provided. The solitary confinement cells are especially constructed with air passages between double walls and overhead ventilation; they are screened and of sufficient size to permit a person to lie down and sleep comfortably when the partition is removed. There is only sufficient space for standing in the daytime, but at night the partition wall is removed so that he may lie down and sleep comfortably.

Among our prison population are many confirmed criminals from other States. Gangsters from other states lodged in our detention camps are usually the trouble makers among the prisoners, and are the ones who refuse to obey the most reasonable rules and

regulations prescribed by the authorities. All prisoners are not only treated kindly, but physical, mental and spiritual wants are amply provided for. They are required to keep clean, they have comfortable and sanitary living quarters, sufficient clothing, food, medical attention, literature, and religious exercises. They are only required to work ten hours a day in the best climate of North America. The winters are short and mild, and no excessive heat in the summer.

A prison system which provides continuous confinement in a dark and unsanitary cell, with the prisoners holding the iron bars like monkeys, is not even humane; such confinement of comparatively short duration disqualifies a man from becoming a future good citizen. His moral, mental and physical condition has been impaired. On the other hand, a prisoner released by us after having been required to do a reasonable amount of labor, practiced cleanliness, properly fed, housed and clothed, and not abused, goes back in private life a better man in every way.

Man criticizes woman for her extravagance, but she never wastes two dollars' worth of shotgun shells in order to get a twenty-cent rabbit.—Louisville Times.

Nor uses twenty gallons of gasoline and pays \$25 boat hire to get where the fish aren't.—Houston Post-Dispatch.

Nor goes into a restaurant and buys a 25-cent meal and gives the waiter a 25-cent tip because he smiled at her.—Florida Times-Union.

Barber: "Wet or dry, sir?"

Customer: "Comb my hair and never mind about my politics."

—The Oasis.

Hanging the Crepe

This willow's salty tears are shed

For Andrew G. McGense;

He thought the other driver had

At least a lick of sense.

—Macon Telegraph.

In tender, loving memory

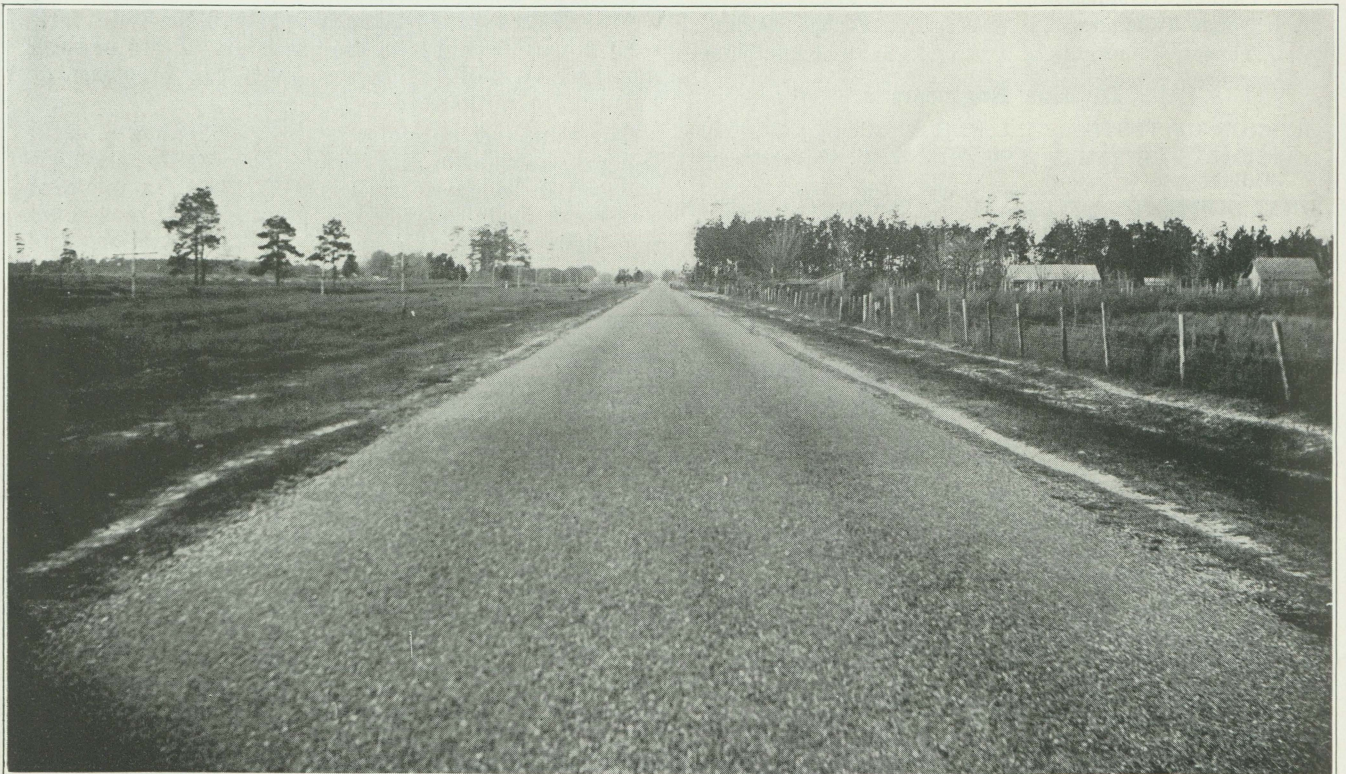
Of Jasper Ewing Drakes;

He had a sweet, abiding faith

In other people's brakes.

—Georgia Highways.

Inscription on a tombstone: Here lies an atheist.
All dressed up and no place to go.



Road 5-A, Rock Base Slag Surface Treated

Transactions at Quarterly Meeting of State Road Department Held at Tallahassee, July 20, 1932

THE Third Quarterly meeting of the State Road Department for the year 1932 was held at Tallahassee on July 20 with all members present, as follows: H. H. Wells, Chairman, Addison Logan, William A. Shands, J. E. Lupfer and George B. Hills. B. M. Duncan, State Highway Engineer, H. J. Morrison, Federal Engineer, and B. A. Meginniss, Attorney, were also in attendance.

Road 19—Calhoun and Liberty Counties

A delegation from Calhoun and Liberty counties, consisting of W. P. Shelley, J. D. Trammell, O. G. Shivers, Frank C. Phillips, Troy Sanders, A. L. Summers, B. F. Bateman, E. A. Trice, R. L. Hosford, B. M. Knight, J. E. Yon, W. H. Harrell, W. H. Hernon, G. O. Hill, John Mayo and A. E. Cason, appeared before the Department and requested that steps be taken looking to the construction of a bridge across the Apalachicola River between Bristol and Blountstown. The delegation suggested that pending such bridge it might be possible for the Department to install a ferry between such points.

The delegation was advised by the Chairman as to work which is being carried on in the Third Congressional District and stated that nothing can be done with their request at the present time. He called attention to the fact that the Department would not have authority to establish the ferry, since it does not connect ends of roads under maintenance by the Department.

Broward County—Road 140

Messrs. John E. Morris and F. L. Neville of Broward County requested the Department to undertake betterment or repair of that portion of Road 140 between Dania and the present work which is being carried on by the Department. They stated that the County Commissioners will furnish to the Department the necessary equipment and materials and the services of an engineer for such work if the Department will furnish the labor and do the work involved.

They were informed by Mr. Lupfer that the portion of the road to which they referred is not under maintenance by the Department and hence it is not possible to comply with their request.

Broward County—Road 26

The same delegation requested that the Department take some steps to construct Road 26 in Broward County. They were advised by Mr. Lupfer that this matter is receiving attention but that the Department has not been able to proceed because it has not had a permit from the Drainage Board for the right of way. He stated that the project will go forward as early as possible.

Pasco County—Roads 23 and 34

The following comprised a delegation which appeared before the Department from Pasco County: Representative Arthur L. Auvil, Senator S. W. Getzen, B. A. Thomas, Dave Clark and Stanley Cochran, County Commissioners, W. V. Gilbert, Tax Assessor, and W. M. Larkin. They requested that the Department advertise for bids for the surfacing of that section of Road 23 known as the "dark stretch", being Project 875, and that the Department take over for

maintenance Road 34 between Dade City and the Polk County line.

Hillsborough County

Messrs. W. T. Watkins, W. T. Williams and J. W. Lester, County Commissioners, and Ed Carroll of Hillsborough County presented to the Department the following request:

(1) That the Department give consideration to the work on Road 23 from 40th Street to Seffner and advertise for bids on same for that portion between 40th Street and a point just beyond Six Mile Creek. They were informed that the plans were not yet ready on this project.

(2) They requested that the Department secure if possible Federal Aid on Road 23 from Belleview to Plant City and that the "dark stretch" be paved.

(3) They asked that the Department in its operations give preference to Road 23 over Road 156.

(4) That the Department apply if possible Federal funds on Road 5 for that stretch of 12 miles beginning at a point six miles south of Alafia River and continuing to the Manatee County line.

(5) That six miles of Road 17 west of the Hillsborough River be placed upon the Federal System if possible.

These gentlemen stated that they are not in accord with a petition which has been received from taxpayers of their county asking that all highway work cease; that they do not believe that the petitioners had reference to work included in this year's budget.

Citrus County—Road 136

Messrs. George W. Scofield and S. W. Getzen representing Citrus County requested the Department to construct that section of Road 36 between Inverness and the Sumter County line, including the completion of the Withlacoochee River bridge.

Citrus County—Road 22

The same gentlemen requested that the Department construct that 4-mile section of Road 22 between Floral City and the Sumter County line, including the drainage structures.

Sumter County—Road 2

Mr. S. W. Getzen requested that the Department move Camp 2 to the construction of Road 2 between Webster and Lakeland when said camp has finished the work on which it is now engaged on Road 70.

Lake County—Road 212

Senator T. G. Futch and Messrs. George Westbrook and Manuel Sloan requested the Department to adopt the survey which has been made of that section of Road 212 between Okahumpka and Howey.

On motion of Mr. Logan, seconded by Mr. Shands, the following resolution was adopted:

BE IT RESOLVED that the County Commissioners of Lake County be and they are hereby requested to secure for this Department the right of way necessary for State Road 212 between Okahumpka and Howey, along the line which has been surveyed by engineers of the Department.

Project 57—Road 3—Nassau and Duval Counties

Mr. R. C. Huffman of the firm of R. C. Huffman Construction Company appeared before the Department and presented a claim for monies alleged to be due growing out of the contract for the construction of Project 57, Road 3, Nassau and Duval Counties. He was informed that the Department would take the matter under consideration.

Road 35—Madison County

Senator George F. Andrews appeared before the Department and requested that slag be used as a cover material on Road 35 in Madison County south of Greenville. He was advised that his request will be considered when the Department takes up the consideration of bids, the Department having advertised for bids for the surfacing of this road with Florida rock.

Award of Contracts

On motion of Mr. Hills, seconded by Mr. Logan, the following resolution was adopted:

WHEREAS this Department on July 12 received bids for the construction of certain projects and the furnishing of certain materials; and

WHEREAS the firms and individuals hereinafter named were and are hereby declared to be the lowest responsible bidders therefor,

NOW, THEREFORE, BE IT RESOLVED that contracts be and they are hereby awarded for the construction of such projects and the furnishing of such materials, as follows:

Construction

Proj. 1095, Florida State College for Women, Grading, Drainage and concrete pavement, J. B. McCrary Corp.	\$26,090.86
Proj. 1094, University of Florida, Grading, Drainage and Concrete Pavement, J. B. McCrary Corporation	59,467.32
Proj. 918-B, Gadsden County, timber bridge, Thomas Roberts	3,561.78
Proj. 706-B, Road 28, Putnam County, double application surface treatment, Coastal Roads Company	23,813.68
Proj. 806-C, Road 25, Hendry County, double application surface treatment, A. O. Greynolds Co., Inc.	19,321.05
Proj. 806-D, Road 25, Hendry County, double application surface treatment, A. O. Greynolds Co., Inc.	22,564.56
Proj. 623, Road 35, Madison County, double application surface treatment, Coastal Roads Company	21,534.69
Proj. 977-B, Road 32, Hardee County, concrete and steel bridge, Hiram McElroy	7,557.18

Materials

Proj. 912, Road 85, liquid asphalt, Atlantic Refining Co.	\$17,212.80
Proj. 868, Road 5, Levy County, oil asphalt, Atl. Ref. Co.	6,076.00
Proj. 868, Road 5, Levy County, Rock, Standard Rock Co.	22,000.00
Proj. 817, Road 14, Alachua Co., oil asphalt, Atl. Ref. Co.	2,900.00
Proj. 817, Road 14, Alachua Co., rock, M. J. Thomas Co.	7,400.00
Proj. 85, Road 3, pipe, Dixie Culvert & Metal Co.	2,030.00
Proj. 85, Road 3, pipe, Tri-State Culvert Co.	2,041.20

On motion of Mr. Shands, seconded by Mr. Hills, the Department was adjourned until 2:15 o'clock P. M.

AFTERNOON SESSION—2:15 O'CLOCK

Present as at morning session.

LaFayette County—Road 69

Judge Hal W. Adams, Senator F. P. Parker and Messrs. E. S. Winburn and F. J. Pearson comprised

a delegation from LaFayette County which requested that a crew of convicts be placed on the grading of Road 69 in LaFayette County. They were informed that the Department cannot comply with this request at this time.

**Project 683—Road 4
Claim of Town of Lantana**

Mr. R. K. Lewis and Mr. J. J. Loftis, City Treasurer of the Town of Latana, appeared before the Department to request payment of the balance of the claim of said town.

On motion of Mr. Lupfer, seconded by Mr. Shands, the following resolution was adopted:

BE IT RESOLVED that the Chairman be and he is hereby authorized to have a warrant issued to the Town of Latana for the balance due on its claim on Project 683, Road 4, and to deliver the said warrant to said Town of Latana.

Pinellas County—Road 15

Dr. Byrd McMullen and Mr. C. E. Burleson, County Engineer of Pinellas County, requested the Department to reroute Road 15 into St. Petersburg by way of Seminole Boulevard and 5th Avenue North.

The same delegation requested that Stephenson Creek Bridge on Road 15 be repaired and widened at the earliest possible moment.

Santa Rosa County

Mr. Chas. H. Overman, Chairman of the Board of County Commissioners of Santa Rosa County, appeared before the Department to inquire as to the progress of the work on Road 10. He was advised that the Department will carry out its program with reference thereto as has been heretofore adopted. Mr. Overman was requested to secure as early as possible the right of way for the construction of the overpass at Milton on Road 1 and for straightening out the said road through said town.

Glades County—Road 142

Mr. Joe H. Peebles, Representative of Glades County, requested the Department to take over the maintenance of the bridge on Road 142 entering LaBelle.

Glades County—Road 29

Mr. Peebles also requested that the work on State Road 29 in Glades County be speeded up.

On motion of Mr. Shands, seconded by Mr. Logan, the following resolution was adopted:

BE IT RESOLVED that the request for the speeding up of the work on Road 29 in Glades County be referred to the Chairman with request to investigate with a view to working the same out if possible.

Projects 64 A & C**Claim of H. E. Wolfe Construction Company**

Dr. F. A. Hathaway appeared before the Department to present the claim of H. E. Wolfe Construction Company in connection with the construction of Projects 64 A & C, Road 17.

Project 77—Road 1**Washington and Jackson Counties**

Mr. R. T. Gordon presented to the Department a claim on behalf of the Van Gordon Construction Company in connection with the construction of Project 77, Road 1, Washington and Jackson Counties.

On motion of Mr. Lupfer, seconded by Mr. Shands, the Department was adjourned to meet in Jacksonville at ten o'clock tomorrow, July 21, at the Seminole Hotel.

Jacksonville, Florida, July 21, 1932

THE State Road Department met pursuant to adjournment at the Seminole Hotel, Jacksonville on July 21, 1932 with all members and officials present as on yesterday. In addition, L. K. Cannon, Assistant State Highway Engineer, and F. W. Berry, Jr., Division Engineer of Plans and Surveys, attended.

Projects 680 and 681

The matter of the claim of Johnson, Drake & Piper and Siems, Helmers & Schaffner in connection with the construction of Projects 680 and 681, bridges over St. Andrews Bay, Bay County, was again presented by J. Turner Butler. Senator Butler requested that the matters in dispute and which are now the subject of suit in the Circuit Court of Leon County be submitted to arbitration.

On motion of Mr. Shands, seconded by Mr. Logan, the following resolution was adopted:

WHEREAS there is now pending in the Circuit Court of the Second Judicial Circuit in and for Leon County, Florida, a certain action at law, wherein Johnson, Drake and Piper, Inc., and Siems, Helmers and Schaffner, Inc., are the plaintiffs and the State Road Department of the State of Florida is defendant, and wherein the said Johnson, Drake and Piper, Inc., and Siems, Helmers and Schaffner, Inc. claims damages in the sum of Two Hundred Fifty Thousand Dollars (\$250,000.00); and

WHEREAS it is the mutual desire of the said Johnson, Drake and Piper, Inc., and Siems, Helmers and Schaffner, Inc., and the said State Road Department of the State of Florida to enter into an agreement of arbitration and to submit all legal claims, demands and accounts in dispute and all other matters involved in said action at law to a board of arbi-

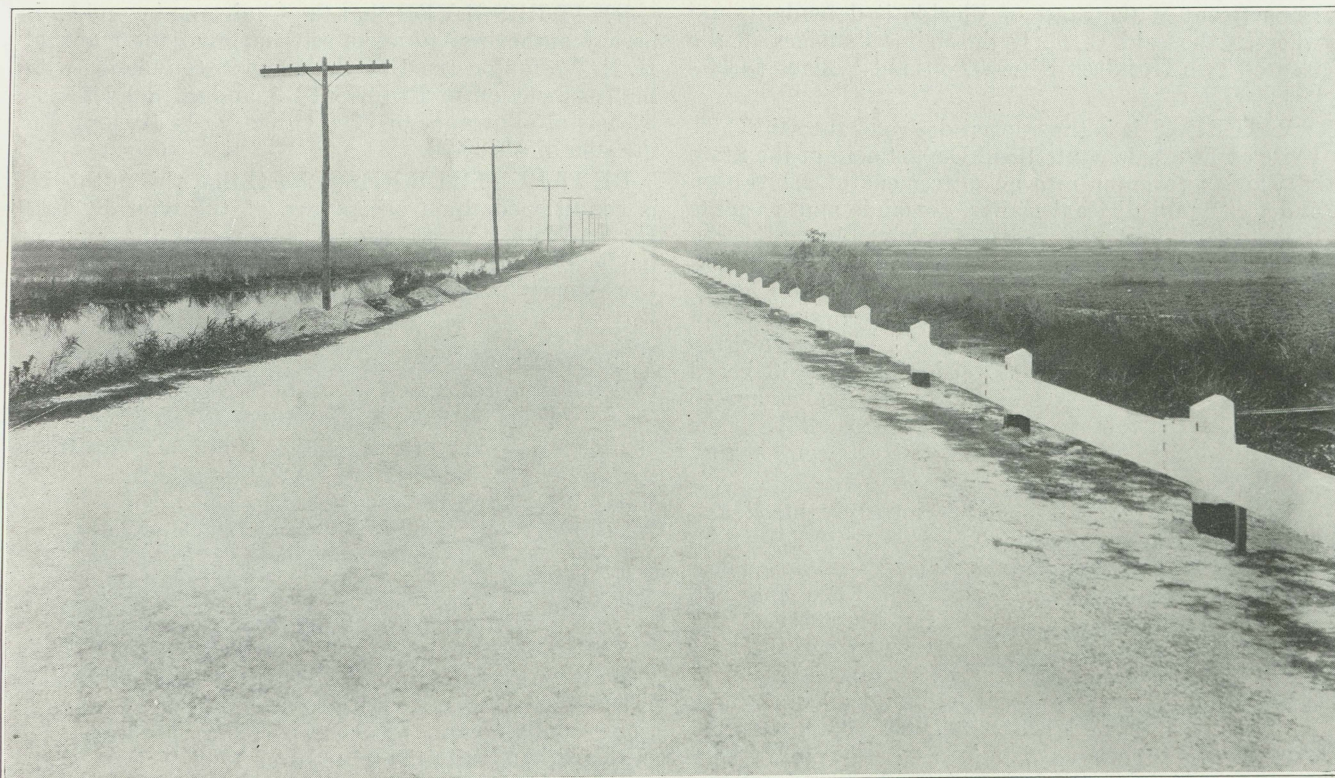
tration composed of two arbitrators and an umpire, it to be agreed in said agreement of arbitration that each of said parties will select an arbitrator and the said parties will jointly select the said umpire, and that the decision of the said board of arbitration shall be final and conclusive, as agreed in said agreement of arbitration, and shall be made a rule of court of the Circuit Court of Leon County, Florida.

NOW THEREFORE, on motion duly made and unanimously adopted, BE IT RESOLVED that the Chairman and the Acting Secretary of the State Road Department of the State of Florida, be and they hereby are fully authorized, empowered and directed to make and enter an agreement with the said Johnson, Drake and Piper, Inc., and Siems, Helmers and Schaffner, Inc., for the arbitration of all legal claims, demands and accounts in dispute, and all other matters involved in said action at law, and are further authorized, empowered and directed to take all such steps as may be necessary to effect the said proposed arbitration agreement.

On motion of Mr. Shands, seconded by Mr. Logan, the following resolution was adopted:

WHEREAS there is now pending in the Circuit Court of the Second Judicial Circuit in and for Leon County, Florida, a certain action at law, wherein Johnson, Drake and Piper, Inc., and Siems, Helmers and Schaffner, Inc., claims damages in the sum of One Hundred Thousand (\$100,000.00) Dollars; and

WHEREAS it is the mutual desire of the said Johnson, Drake and Piper, Inc., and Siems, Helmers and Schaffner, Inc., and the said State Road Department of the State of Florida to enter into an agreement of arbitration and to submit all legal claims,



Road 25, Rock Base Crushed Stone Surface Treated

demands and accounts in dispute and all other matters involved in said action at law to a board of arbitration composed of two arbitrators and an umpire, it to be agreed in said agreement of arbitration that each of said parties will select an arbitrator and the said parties will jointly select the said umpire, and that the decision of the said board of arbitration shall be final and conclusive, as agreed in said agreement of arbitration, and shall be made a rule of court of the Circuit Court of Leon County, Florida,

NOW, THEREFORE, on motion duly made and seconded and unanimously adopted, BE IT RESOLVED that the Chairman and the Acting Secretary of the State Road Department of the State of Florida, be and they hereby are fully authorized, empowered and directed to make and enter an agreement with the said Johnson, Drake and Piper, Inc., and Siems, Helmers and Schaffner, Inc., for the arbitration of all legal claims, demands and accounts in dispute, and all other matters involved in said action at law, and are further authorized, empowered and directed to take all such steps as may be necessary to effect the said proposed arbitration agreement.

Project 593—Suit

The matter of the claim of C. F. Lytle in connection with the construction of Project 593, bridge over the Manatee River, Road 5, was again presented by Mr. C. A. Ashby of the firm of Knight, Adair, Cooper & Osborne. Mr. Ashby requested that the matters in dispute and which are now the subject of suit in the Circuit Court of Leon County be submitted to arbitration.

On motion of Mr. Lupfer, seconded by Mr. Logan, the following resolution was adopted:

WHEREAS THERE IS NOW PENDING IN THE Circuit Court of the Second Judicial Circuit in and for Leon County, Florida, a certain action at law, wherein C. F. Lytle is plaintiff and the State Road Department of the State of Florida is defendant, and wherein the said C. F. Lytle claims damages in the sum of Two Hundred Fifty Thousand Dollars (\$250,000.00); and

WHEREAS it is the mutual desire of the said C. F. Lytle and the said State Road Department of the State of Florida to enter into an agreement of arbitration and to submit all legal claims, demands and accounts in dispute and all other matters involved in said action at law to a board of arbitration composed of two arbitrators and an umpire, it to be agreed in said agreement of arbitration that each of said parties will select an arbitrator and the said parties will jointly select the said umpire, and that the decision of the said board of arbitration shall be final and conclusive, as agreed in said agreement of arbitration, and shall be made a rule of Court of the Circuit Court of Leon County, Florida,

NOW, THEREFORE, on motion duly made and seconded and unanimously adopted, BE IT RESOLVED that the Chairman and the Acting Secretary of the State Road Department of the State of Florida, be and they hereby are fully authorized, empowered and directed to make and enter an agreement with the said C. F. Lytle for the arbitration of all legal claims, demands and accounts in dispute, and all other matters involved in said action at law, and are further authorized, empowered and directed to take all such steps as may be necessary to effect the said proposed arbitration agreement.

Projects 680 and 681—Bay County

On motion of Mr. Hills, seconded by Mr. Shands, the following resolution was adopted:

BE IT RESOLVED that the Chairman be and he is hereby authorized to retain and employ counsel to assist the Attorney for this Department in the arbitration of claims submitted by Johnson, Drake & Piper and Siems, Helmers & Schaffner in connection with Projects 680 and 681, Road 10, Bay County.

Project 57—Road 3

Claim of R. C. Huffman Construction Company

The Department took up consideration of the matter of the claim submitted on yesterday by Mr. R. C. Huffman of the firm of R. C. Huffman Construction Company, in connection with the construction of Project 57, Road 3, Nassau and Duval counties. On request of the members the State Highway Engineer made a verbal report of his findings after investigating said claim.

On motion of Mr. Hills, seconded by Mr. Shands, the following resolution was adopted:

BE IT RESOLVED that R. C. Huffman Construction Company be advised that this Department has received and adopted the report of its engineers denying liability on the claim submitted by said company in connection with the construction of Project 57, Road 3, Nassau and Duval counties.

Projects 64—A and C—Road 17

Claim of H. E. Wolfe Construction Company

The Department took up for consideration the claim of H. E. Wolfe Construction Company growing out of its contract for the construction of Projects 64-A and C, Road 17.

On motion of Mr. Shands, seconded by Mr. Logan, the following resolution was adopted:

BE IT RESOLVED that the Chairman be and he is hereby authorized to make settlement of the claim of H. E. Wolfe Construction Company in connection with the construction of Projects 64-A and C, Road 17, on a basis of allowance of 6200 cubic yards of earth for the sum of \$2480.00.

BE IT FURTHER RESOLVED that this authority is conditioned upon acceptance of the offer by said H. E. Wolfe Construction Company of the amount tendered in full settlement of all claims against the Department in connection with said projects.

Convict Camp No. 2

On motion of Mr. Logan, seconded by Mr. Shands, the following resolution was adopted:

BE IT RESOLVED that immediately upon the completion of the clearing and grading of State Road No. 70 by State Road Camp No. 2, that said State Road Camp No. 2 shall be transferred to a point upon State Road No. 2 between Webster and Lakeland and shall clear, grub, grade and construct said State Road No. 2 from Webster to Lakeland.

Paving at F. A. & M. College

The Chairman submitted to the members a request from the President of the Florida Agricultural & Mechanical College for Negroes for the paving within the grounds of said college of 1856 feet from the Administration Building south, and 1203 feet from the corner near the Trade Building to the north end of the College property.

On motion of Mr. Hills, seconded by Mr. Logan, the following resolution was adopted :

BE IT RESOLVED that the Chairman be and he is hereby authorized to proceed to the paving within the college grounds of the Florida Agricultural & Mechanical College of 1856 linear feet from the Administration Building south, and 1203 feet from the corner near the Trade Building to the north end of the college property.

Prequalification of Bidders

The Chairman reported that in pursuance of the authority granted by resolution adopted at the last meeting of the Department the Committee appointed thereunder has gone into the matter of the prequalification of bidders and submits for the consideration of the members suggested regulations in connection with such prequalification.

On motion by Mr. Hills, seconded by Mr. Logan, the following resolution was adopted :

BE IT RESOLVED that this Department does hereby adopt the policy of prequalification of bidders on contract work to be let by the Department; and

BE IT FUTHER RESOLVED that in pursuance of said policy this Department does hereby adopt the following rules and regulations to be prescribed for the government and qualification of all contractors hereafter submitting bids to said Department, to-wit:

(1) On and after August 1, 1932 all persons, firms or corporations desiring to bid on bridge or road construction of the State Road Department, must have qualified as herein required. No bid on State Road Department work will be read or considered, except from persons, firms or corporations that have previously qualified with this Department. Those who have qualified will be given a rating as to the amount

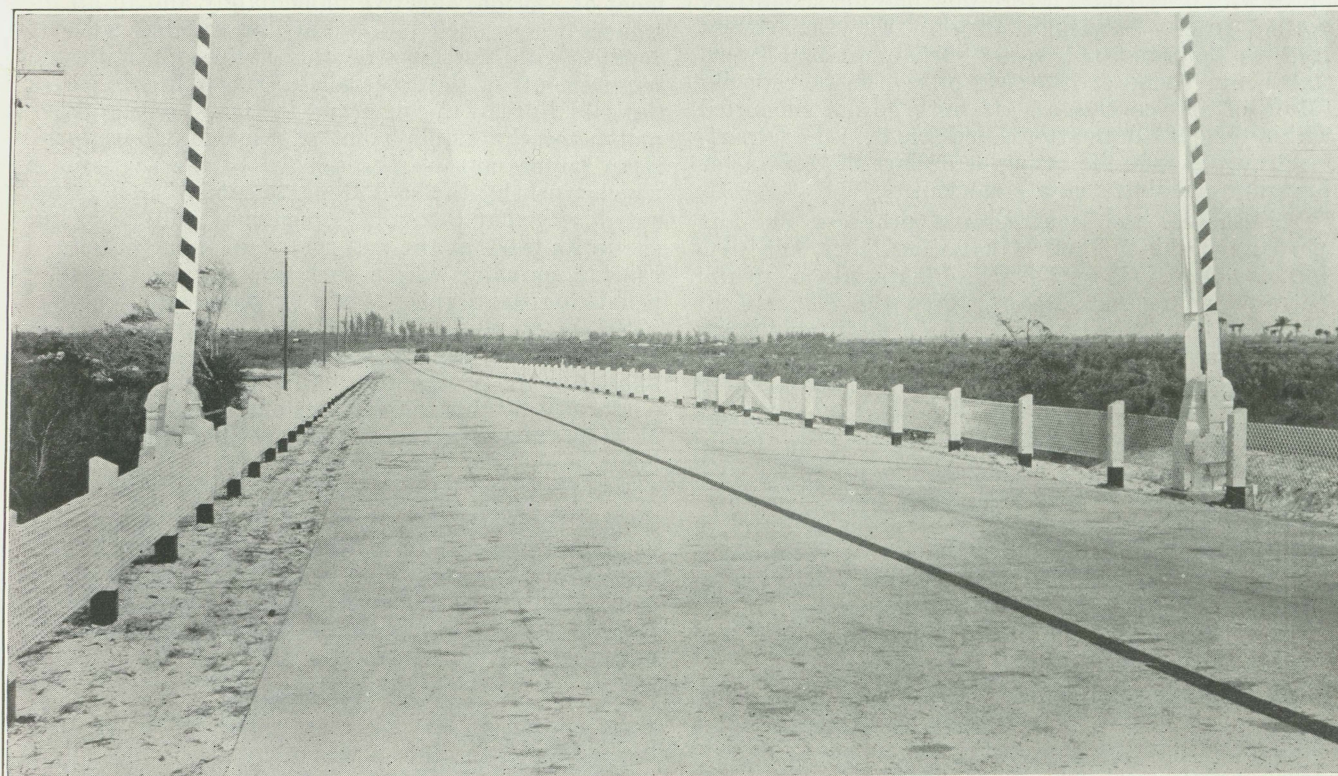
of work and nature of work which they are qualified to have awarded them.

(2) Eligible contractors will be classified as General Contractors, Grading Contractors, Paving Contractors, or Bridge Contractors. General Contractors may be awarded any type of work undertaken by the Department. Grading Contractors may be awarded projects that include grading and small drainage structures; Paving Contractors may be awarded projects that include grading, small drainage structures, and any type of paving; and Bridge Contractors may be awarded projects for bridges and other similar structures. Each contractor who qualifies for any one of the four classifications will be rated according to the quantity of work that his experience, capital and responsibility record would in the judgment of the Road Department warrant him in undertaking.

(3) Classifications and ratings will in each instance be based on a verified showing of experience, liquid assets, responsibility record and available equipment. Each contractor will be required to submit to the Department a sworn statement on forms to be furnished, carrying all information required by the Department. Contractors may be classified immediately upon the submission of his sworn statement, but in no event will he be rated as eligible to bid or undertake any work until he has been approved under these regulations.

(4) Qualified contractors will be rated according to the following rules:

(a) Grading Contractors and Paving Contractors must show liquid assets at least equal to 20% of the capacity or eligibility rating that will be assigned them; for instance, no grading or paving contractor will be eligible to bid on projects whose aggregate value is so great that his liquid assets will not be at least equal to 20% of the contract amounts.



Federal Aid, Road 4, Concrete Approach to Hillsborough River Bridge

(b) Bridge Contractors must show liquid assets at least equal to 30% of the capacity or eligibility rating that will be assigned them.

(c) General Contractors will be rated separately for each road and bridge project.

(d) In addition to the liquid assets requirement, to be shown for a given capacity rating, contractors must also show that they have in their possession and available sufficient and satisfactory equipment to perform acceptably the kind and quantity of work contemplated by the classification and rating, or else have sufficient credit above the liquid assets to provide the necessary equipment in addition to meeting the percentage requirements stated above.

(e) The Department will weigh the experience record of the Contractor. Contractors who have performed satisfactorily for the State Road Department will be assigned capacity ratings without further limitations other than those indicated in paragraphs a, b, c. Contractors whose experience in other states is proven satisfactory will be given capacity ratings according to their experience. The classification in each case to be based on the experience showing.

(5) No contractor who has been defaulted by this Department or any other Highway Board will be qualified as eligible in any classification.

(6) Classification and capacity ratings of qualified contractors will be fixed by the Road Department subject to the above limitations, the rating in each case to be limited by the requirement affording the maximum restriction.

(7) Each contractor qualifying under these rules will be furnished a notice as to his classification and rating, and bids from him in conformity thereto only will be read and considered. Contractors whose rating is limited by the amount of his liquid assets may by additional showing secure modification in their rating, up to within 48 hours before the time for submitting the bid on any particular project. The Department reserves the right to request such additional sworn statements whenever it desires to reopen the capacity rating of any contractor. If same be not submitted within ten (10) days after called for, then the Department may change the rating or declare the contractor ineligible pending a new statement.

(8) Should the contractor's progress on any projects, or his method of handling labor, and paying his obligations for labor and materials incidental thereto, be not satisfactory, then the Department may refuse to allow him to bid on additional work regardless of his capacity rating.

(9) An eligible list of qualified contractors will be kept by the Road Department together with their classifications and rating. Applications for tentative qualification will be considered up to twenty-four hours prior to time of opening bids. No work, however, will be awarded to contractors tentatively qualifying until their application can be fully investigated and verified. No contractor's name will be added to the qualified list until his qualification has been verified and his application has been approved by the Road Department.

(10) Application blanks will be sent to all interested contractors. Upon their return and after study and investigation by the Department, the contractor will be notified of his classification and rating.

(11) Qualified and tentatively qualified contractors may request plans and proposals in conformity to their classification and rating, but this request must be made at least twenty-four (24) hours before the time for the submission of bids. Each request must be accompanied by a statement on sheets to be furnished by the Department, as to the outstanding contractual work under way. A bid will not be considered from a contractor whose outstanding work and estimated work on which he desires to bid exceeds his capacity rating.

BE IT FURTHER RESOLVED, that the Chairman, State Highway Engineer and the Attorney for the Department be and they are hereby appointed, constituted and designated as a committee to make all investigations provided for herein, and to assign ratings to contractors in accordance with the provisions of the regulations above set forth.

Use of Florida Labor and Materials

On motion of Mr. Hills, seconded by Mr. Shands, the following resolution was adopted:

WHEREAS, direct action in the correction of the economic conditions common throughout this country has been established as a matter of national policy, as evidenced by the enactment of the Emergency Unemployment Relief Bill by the Federal Congress; and

WHEREAS, economic recovery in Florida and continued prosperity within this state must be based upon relief of unemployment; and

WHEREAS, the State Road Department, through its expenditure of public funds can contribute thereto both through the furnishing of direct employment upon work under its direction and through the utilization of the products of Florida industries and the resultant stimulation of employment in such industries; NOW, THEREFORE,

BE IT RESOLVED, that the State Road Department of Florida, effective immediately and in all instances where such policy may be applied without conflict with the laws of this state and with the requirements of the Federal Bureau of Roads where the said Bureau is concerned in the work involved, will favor the employment of Florida labor, local, in so far as may be practicable, to the sections in which work by the said Department is being prosecuted, and that the said Department will favor the use in its work of the materials and the products of Florida industry where such can be done without penalizing the taxpayers of this state; and

BE IT FURTHER RESOLVED, that the policy of this Department as herein expressed be made known to all prospective bidders upon work to be performed by this Department and to all contractors or others now responsible for work of this Department; and

BE IT FURTHER RESOLVED, that the Chairman of this Department be and he is hereby authorized and requested to institute inquiry as to the personnel now engaged upon work for this Department to the end that such adjustments as may be necessary to compliance with the principles and policy herein stated may be made.

Salary Adjustment

On motion of Mr. Hills, seconded by Mr. Shands, the following resolution was adopted:

BE IT RESOLVED that the Chairman and State Highway Engineer be authorized and requested to

make an adjustment of salaries in the engineering department in keeping with present times and conditions, such adjustment to become effective August 1st and to apply to engineering positions from Division Engineers down.

BE IT FURTHER RESOLVED that the Chairman be requested to make a similar adjustment of salaries of all other employees.

Wage Scale on Emergency Federal Aid Projects

On motion of Mr. Shands, seconded by Mr. Hills, the following resolution was adopted:

BE IT RESOLVED that prior to the advertisement for bids on each and every project involving the use of Federal Aid emergency money, that this Department do adopt for such project a definite scale of wages to be paid to laborers in accordance with the provisions of the Act of Congress authorizing Emergency Federal Aid Funds.

Project 787-B

On motion of Mr. Wells, seconded by Mr. Hills, the following resolution was adopted:

BE IT RESOLVED that the Chairman be and he is hereby authorized to advertise for bids for the construction of the bridge across the Choctawhatchee River on Road 10.

Road 15—Stephenson Creek Bridge Pinellas County

On motion of Mr. Logan, seconded by Mr. Hills, the following resolution was adopted:

BE IT RESOLVED that the Engineer for this Department be authorized to proceed to the immediate repair of Stephenson Creek Bridge, Road 15, Pinellas County, provided satisfactory arrangement can be made with the War Department covering such repair.

Road 15—Stepsenson Creek Bridge Pinellas County

On motion of Mr. Logan, seconded by Mr. Hills, the following resolution was adopted:

BE IT RESOLVED that it is the sense of this Department that it will agree to place a draw span in Stephenson Creek Bridge in the year 1942 if navigation shall then make the same necessary, provided that objections which have been registered with the War Department to the repair and betterment of said bridge with a fixed span shall be now withdrawn by the objectors.

On motion of Mr. Shands, seconded by Mr. Lupfer, the Department was adjourned until 2:30 o'clock P. M.

AFTERNOON SESSION—2:30 O'CLOCK

Present as at morning session.

Expense Accounts Approved

On motion of Mr. Wells, seconded by Mr. Logan, the expense accounts of the members were approved and ordered paid.

Meetings of the Department

On motion of Mr. Shands, seconded by Mr. Hills, the following resolution was adopted:

BE IT RESOLVED that due to unforeseen conditions which have arisen, all meetings of the Department scheduled to be held outside of Tallahassee be cancelled; and

BE IT FURTHER RESOLVED that the next meeting of this Department be held in Tallahassee on call of the Chairman.

Project 974-A

Road 29 Crossing—Osceola County

Upon motion of Mr. Lupfer, duly seconded, the following resolution was unanimously adopted:

WHEREAS, in the opinion of this State Road Department of the State of Florida, it is deemed advisable and necessary for the State Road Department of State of Florida to obtain from William R. Kenan, Jr. and Scott M. Loftin, as Receivers of Florida East Coast Railway, and not individually, the right and privileges to use as easement for crossing purposes only, that part of the right of way and property of said Florida East Coast Railway in Osceola County, Florida,

A strip of land with total width of twenty (20) feet, being ten (10) feet in width on each side of a line extending across the right of way of the F. E. C. Railway, near Holopaw, Florida, for its branch line of railroad running between Edgewater Junction and Lake Harbor, Florida; said center line of said twenty (20) foot strip of land being more particularly described as follows:

Beginning at a point in the westerly line of said F. E. C. Railway's right of way located fifty (50) feet distant from the center line of the main track of said branch line of railroad and seven hundred fifty-four (754) feet, more or less, southerly from said F. E. C. Railway's mile post No. 73 from Edgewater Junction, Florida and extending thence southerly, by a six (6) degree curve to the left, with radius of nine hundred fifty-five and thirty-seven one-hundredths (955.37) feet, for a distance of one hundred ten and twenty-five one-hundredths (110.25) feet to point of tangent to said curve; thence, continuing southerly, along the tangent to the curve next above described and crossing the center line of said branch line of railroad with an angle of twenty (20) degrees in the northwesterly and southeasterly quadrants and at point located nine hundred eight and eight-tenths (908.8) feet southerly from said F. E. C. Railway's mile post No. 73 from Edgewater Junction, Florida, for a distance of one hundred seven and five-tenths (107.5) feet to the point of beginning of a six (6) degree curve to the right, thence continuing southerly, by the six (6) degree curve to the right having a radius of nine hundred fifty-five and thirty-seven one-hundredths (955.37) feet to the intersection of the said center line of said twenty (20) foot strip of land, with the easterly line of the F. E. C. Railway's right of way located fifty (50) feet distant from the center line of said branch line of railroad, said point of intersection also being located one thousand sixty-four (1064) feet, more or less, southerly from said F. E. C. Railway's Mile Post No. 73 from Edgewater Junction, Florida.

All according to the further description and terms and conditions as set forth by and described in copy of proposed contract now on file in office of the Secretary of the State Road Department of Florida.

NOW, THEREFORE, BE IT RESOLVED by the State Road Department of State of Florida, as follows:

1. That the State Road Department of State of Florida does hereby agree to and enter into an agreement with William R. Kenan, Jr. and Scott M. Loftin,

tin, as Receivers of Florida East Coast Railway, and not individually, wherein and whereby the State Road Department of State of Florida, is granted an easement for road crossing purposes at the location aforesaid upon the conditions and terms, all as set forth and contained in copy of proposed contract attached hereto and made a part hereof.

2. That H. H. Wells, as Chairman of State Road Department of Florida, with the attestation of Karl Roesch, as Acting Secretary of this Board, be and they hereby are each authorized and directed to execute said agreement for and on behalf of State Road Department of State of Florida, and to submit the same for execution by the Receivers of Florida East Coast Railway.

3. That this Resolution shall take effect immediately upon its passage.

East Branch of St. Johns River—Road 22

On motion of Mr. Lupfer, seconded by Mr. Logan, the following resolution was adopted:

BE IT RESOLVED, That the Chairman be and he is hereby authorized to make application to the War Department for their approval of the reconstruction of the present bridge across the east branch of the St. Johns River, approximately 11 miles west of Indian River City, Road 22, Brevard County, Florida, which said bridge shall be reconstructed according to the plans submitted by the Department.

St. Lucie River Bridge—Road 4

On motion of Mr. Lupfer, seconded by Mr. Logan, the following resolution was adopted:

BE IT RESOLVED, That the Chairman be and he is hereby authorized to make application to the War Department for their approval of the construction of a bridge over the St. Lucie River at Stuart, in Martin County, Road 4, which said bridge shall be constructed according to the plans submitted by the Department.

Five Mile Bayou Bridge—Road 10

On motion of Mr. Wells, seconded by Mr. Lupfer, the following resolution was adopted:

BE IT RESOLVED, That the Chairman be and he is hereby authorized to make application to the War Department for their approval of the construction of a bridge over Five Mile Bayou, approximately 1½ miles northeast of Camp Walton, Road 10, Walton County, Florida, which said bridge shall be constructed according to the plans submitted by the Department.

Garniers Bayou Bridge—Road 10

On motion of Mr. Wells, seconded by Mr. Lupfer, the following resolution was adopted:

BE IT RESOLVED, That the Chairman be and he is hereby authorized to make application to the War Department for their approval of the construction of a bridge over Garniers Bayou, approximately 3 miles northeast of Camp Walton, Road 10, Walton County, Florida, which said bridge shall be constructed according to the plans submitted by the Department.

Road 29—Osceola County Right of Way

On motion of Mr. Lupfer, seconded by Mr. Shands, the following resolution was adopted:

WHEREAS this Department has surveyed and located State Road 29 between Holopaw and the

Okeechobee County line, as is shown by plat of said location on file in this office and in the office of the Clerk of the Circuit Court of Osceola County, copy of which is hereto attached marked Exhibit "A"; and

WHEREAS, said Department has found and determined and does hereby find and determine that it is necessary, wise and expedient to secure by purchase or condemnation the lands necessary for the right of way as shown by said plat,

NOW, THEREFORE, BE IT RESOLVED by the State Road Department of the State of Florida that the County Commissioners of Osceola County, Florida be and they are hereby requested and authorized to secure by purchase or condemnation the lands necessary for said right of way for said road along the lines shown on said plat.

BE IT FURTHER RESOLVED, that said County Commissioners be and they are hereby authorized to use the name of this Department in any condemnation proceedings necessary to carry out the purposes of this resolution, or to proceed in their own name as authorized by law.

BE IT FURTHER RESOLVED, that in the event that they shall elect to proceed in the name of this Department, that their attorney be and he is hereby authorized to prepare, execute and file all necessary pleadings, affidavits and documents in connection therewith.

Road 29—Okeechobee County Right of Way

On motion of Mr. Lupfer, seconded by Mr. Shands, the following resolution was adopted:

WHEREAS, this Department has surveyed and located State Road 29 between Okeechobee City and the Osceola County line, as is shown by plat of said location on file in this office and on file in the office of the Clerk of the Circuit Court of Okeechobee County, a copy of which is hereto attached and marked Exhibit "A"; and

WHEREAS, said Department has found and determined and does hereby find and determine that it is necessary, wise and expedient to secure by purchase or condemnation the lands necessary for the right of way as shown by said plat,

NOW, THEREFORE, BE IT RESOLVED, by the State Road Department of the State of Florida that the County Commissioners of Okeechobee County, Florida be and they are hereby requested and authorized to secure by purchase or condemnation the lands necessary for said right of way for said road along the lines shown on said plat,

BE IT FURTHER RESOLVED, that said County Commissioners be and they are hereby authorized to use the name of this Department in any condemnation proceedings necessary to carry out the purposes of this resolution, or to proceed in their own name as authorized by law.

BE IT FURTHER RESOLVED, that in the event that they shall elect to proceed in the name of this Department, that their attorney be and he is hereby authorized to prepare, execute and file all necessary pleadings, affidavits and documents in connection therewith.

Authority to Advertise for Bids

On motion of Mr. Lupfer, seconded by Mr. Shands, the following resolution was adopted:

BE IT RESOLVED that the Chairman be and he is hereby authorized to advertise for bids for the construction of the following projects:

Project 1085, Road 176, Loxahatchee River Bridge
Project 1016, Road 29, Kissimmee River Bridge
Project 949-B, Road 22, St. Johns River Bridge
Project 1019, Road 29, from Narcoossee to Ashton

Authority for Surveys

On motion of Mr. Lupfer, seconded by Mr. Shands, the following resolution was adopted:

BE IT RESOLVED that the Chairman be and he is hereby authorized to have surveys made for such counties as may request the same in connection with application by such counties to borrow funds from the Emergency Federal Aid appropriation, authority for such surveys to be made under conditions satisfactory to the Chairman.

Duval County

Road 1—McDuff Avenue to Beaver Street Viaduct
Road 3—From Trout Creek Bridge South

Mr. Hills presented to the members a letter from Mr. James Y. Marr requesting the State Road Department, if possible, to use Emergency or other Federal Aid funds in the construction of a 40-foot pavement on Road 1 between McDuff Avenue and the Beaver Street Viaduct and the widening of State Road 3 from Trout Creek South.

On motion of Mr. Hills, seconded by Mr. Shands, the following resolution was adopted:

BE IT RESOLVED that the Chairman and State Highway Engineer be requested to look into the matter of the application of Emergency Federal Aid funds to the construction of that section of State

Road 1 in the city of Jacksonville between McDuff Avenue and the Beaver Street Viaduct.

Project 77—Road 1

Claim of Van Gordon Construction Company

On motion of Mr. Shands, seconded by Mr. Lupfer, the following resolution was adopted:

BE IT RESOLVED that the claim of Van Gordon Construction Company in connection with the construction of Project 77, Road 1 be and the same is hereby referred to the Chairman and State Highway Engineer for investigation and report.

Authority to Advertise for Bids

On motion of Mr. Shands, seconded by Mr. Lupfer, the following resolution was adopted:

BE IT RESOLVED that the Chairman be and he is hereby authorized to advertise for bids for the construction of the bridges comprised in the following numbered projects, to-wit:

Project 1017, Road 103, Alachua County

Project 873, Road 49, Baker County

Project 871, Road 82, Columbia County

Road 71 From Croom to Center Hill

On motion of Mr. Logan, seconded by Mr. Shands, the following resolution was adopted:

BE IT RESOLVED that the Chairman be and he is hereby authorized and directed when he sees fit to advertise for bids for the construction of State Road 71 from Croom to Center Hill, including all drainage structures and bridges thereon.

On motion of Mr. Shands, seconded by Mr. Lupfer, the Department was adjourned subject to call by the Chairman.

What and Why at the Capitol

"The Life History of the State Tax Dollar"—By John Kilgore

No. 2—The State Road Department*

TOTAL cost of the operation of State government, we have seen, amounts to around \$20,000,000 a year, considerably less than the total disbursements of the State treasury, when transfers, funds handled by the treasury as fiscal agent for counties and districts, and funds allocated to special purposes by philanthropists and the Federal government are deducted. Now let us dissect the \$20,000,000 and discover whence it comes and where it goes.

The largest item of State expense in the past ten years is represented by state highway work. Funds allocated to this purpose have at some periods in the past run as much as half of the entire cost of the State government and now amount to about one-fourth of the \$20,000,000 spent annually for state purposes.

In the past real estate taxes and part of the income from automobile license tags went into roads. Now the only source of State income of the State Road Department is from three cents tax on gasoline. The State levies seven cents on gasoline and the Federal government one cent, but of the State tax three cents is sent back to the counties and one cent goes to the general revenue fund of the State to partially compensate for the reduction in State property tax millage. The tag money now goes to the public schools.

The result of this shift in tax sources is that Florida motorists are contributing about \$4,500,000 to

the public schools, about \$6,000,000 to the counties and about \$2,000,000 to the reduction of State taxes for general purposes, a total of nearly \$12,500,000 a year for the relief of property taxes throughout the State.

Of a total tax on the motorist of about \$18,500,000 a year, therefore, around 66 per cent goes for the reduction of taxes upon real estate and less than one-third into improvements to the State highway system.

Like a \$200,000,000 Corporation

Every man, woman and child in Florida owns about a \$135 share in the state highway system of the State. The system is like a corporation capitalized at \$200,000,000 represented in highway improvements of that value. The State, through the Road Department, has collected and invested about half that amount directly, and by taking over and maintaining highways constructed by the counties, the total has been doubled. The actual maintenance carried on by the Road Department covers 5,868 miles and there is additional mileage of state highways which should be maintained by the Department if funds were available.

The managing director of this \$200,000,000 corporation is Harry H. Wells, chairman of the Road Department, who receives a salary of \$5,400 a year and resides in Tallahassee. The other members of the board of directors are George B. Hills, Jacksonville, W. A. Shands, Gainesville, J. E. Lupfer, Kissimmee, and Addison Logan, Tampa; each receives \$50 a month.

* Editor's Note: One of a Series of Articles prepared by Mr. Kilgore for newspapers of Florida.

The organization of the Department is state wide. Each district has a member on the board of directors and each division of the state has its own headquarters and resident engineer. The division headquarters are located at Lakeland, Ocala, Chipley, Jacksonville and West Palm Beach. Working from each division headquarters are ten to twenty-six project engineers, one to three stenographers, five to twenty-one inspectors, six to sixteen instrument men and twenty-two to forty rodmen, axmen and chainmen, according to the needs.

The headquarters office is in Tallahassee. The chairman or managing director has a secretary, a secretary-stenographer and a stenographer.

Also at Tallahassee is the auditing and accounting departments. Under the auditor are a chief clerk, twelve bookkeepers and accountants, three clerks, two stenographers and the janitor for the building. In the cost accounting department there are ten employees, bookkeepers, accountants, clerks and stenographers.

An important part of the Department work is engineering, which includes the plans for roads and bridges, specifications and supervision of work of all kinds, blue printing, designing and estimating. In addition to the state highway engineer, the bridge engineer and the office engineer and their assistants, there are in this department three stenographers, one bookkeeper, eleven designers and eight draftsmen. In addition to its state work, the Road Department is required by law to furnish engineering service without cost to all counties.

The attorney for the Department attends all meetings, advises the board, supervises contracts and is editor of the Department monthly bulletin. He has one stenographer.

At Gainesville are located the testing laboratories and equipment division. Under the testing engineer there are six chemists, seven laboratory assistants and one stenographer. Two project engineers and seven inspectors are assigned to various jobs from Gainesville.

What the Road Money Is Spent For

One of the most important items in the State Road Department is maintenance. With \$200,000,000

worth of property to take care of the Road Department's responsibility has been increasing rapidly with the years, but at the present time only about one and one quarter cent can be allocated to "depreciation." the sum necessary to preserve the investment of the people of Florida in highways, check deterioration and repair the ravages of time and the elements to surface and roadbed. This sum amounts to \$2,500,000 a year.

Construction has been steadily decreasing for the last four years. In 1927 the Department invested \$19,000,000. At that time most of the expenditure was for construction. Since that year the income of the Road Department has been cut year after year and at the same time the burden of maintenance has been growing rapidly so that there is less and less for construction.

This year, taking into account sums expected from regular Federal aid, the Road Department will probably spend less than \$5,000,000 on regular construction, or approximately twenty five per cent of the sum expended for construction in 1927.

Construction is now limited to the completion of missing links in the state system of roads through sections which have been paying the gasoline tax for years and waiting for the benefits to reach them. One County, Liberty, has no paved roads at all. Other sections are without the benefit of paving and there are gaps in several important trunk line highways such as No. 19, the natural through route from Miami, Tampa and the lower peninsula to Tallahassee, Pensacola, Mobile, Birmingham and Atlanta. It is for the completion of these important roads in the state system, on which federal aid is used as much as possible, that the State Road Department is using what funds are left for the purpose.

In terms of millage Florida motorists are taxed the equivalent of 36 mills on all the real and personal property in the State. Of this the equivalent of 24 mills is taken from the motorists for the relief of property taxes. The equivalent of 5 mills is inadequate for the proper maintenance or depreciation charge on \$200,000,000 worth of highways owned by Florida people. The amount actually spent of the motorists' taxes on highway construction is equal to about 8 mills or two cents tax on gasoline.

Why Motor Vehicle Taxes Should Be Invested in Roads and Streets

A Statement by W. R. Smith, President of the American Road Builders' Association

MOTOR vehicle taxes that have to do with the use of such vehicles were imposed at the very beginning for the purpose of improving the roads and streets over which motor vehicles operate. Such highway improvement reduces the operating costs of motor vehicles to the extent that the annual saving due to surfaced roads more than equals the cost of maintaining the highways and the capital investment in new improved roads built outside of cities.

Motor vehicles are dependent for their best operation on the existence of good roads. In addition, no other medium of transportation has been developed that does not depend on highways for its operation. Waterways serve those on the shores, railroads aid people at sidings along the route, airplanes reach only their landing fields. Improved highways fully equipped with motor vehicles connect passenger and freight stations inaccessible without them. From the raw material to the manufacturer, to the distributor,

to the retailer, to the consumer, the highway plays an indispensable part.

New industries and more widespread use of commodities developed as a result of highway improvement have increased tremendously the business of other transportation agencies. The highways have persisted and grown in importance because of the service rendered to the public, and their usefulness has been multiplied many fold through the development of motor vehicles.

The gasoline tax was originally designed to be used only for the improvement of highways upon which motor vehicles are dependent. License fees, distinctly charges for the use of the public highways, have always been devoted to highway purposes. Through the development of these use taxes, which some claim might better be designated as road tolls, the cost of building country roads has been transferred almost entirely from real estate to motor

vehicles. Owners of motor vehicles, who in general have suggested the imposition of such taxes and have not objected to them, are compensated in the decreased cost of operation on good roads. These taxes are a true measure of the benefit each taxpayer receives from the use of highways. They apply locally to vehicles from other states. The use taxes on motor vehicles are said by experts on taxation to be the fairest and most nearly perfect form of tax that exists in the United States today when the proceeds are applied to highways.

The gasoline tax and motor vehicle fees return more than a billion dollars for highways in states, counties, and cities. This is the major part of the cost of country roads. Real estate now pays scarcely a third of the road costs. Highway programs have become stable so that roads are being built in an economical and systematic way with future improvements planned to meet the growing highway traffic needs, should road improvement ever succeed in catching up with the new developments and rapid growth in number of motor vehicles.

It has been suggested that our road systems are rapidly reaching completion. On the contrary, the task of building the highways of the United States hardly is begun. There are 3,200,000 miles of country roads of which 700,000 miles have been improved in varying degrees but only 138,000 miles hard-surfaced. There are 2,500,000 miles of highways that are still mud roads and subject to the "mud roads tax" paid by the motor vehicle owners in the form of higher operating costs, increased depreciation, and greater upkeep expense. "We pay for our roads whether we have them or not" is held to be axiomatic by careful students of highway economics.

At the present rate of construction of state road systems, reconstruction of the systems will be upon

us before the state highways are completed. There are 101,000 miles of primitive, unimproved roads included in the 324,000 miles of the combined federal aid and state highway systems, and only a small part of the federal aid system has been improved with high type surfaces. In cities, streets must be widened and arterial highways constructed to permit vehicles to operate economically. In rural areas, byways must be surfaced for motor vehicle travel, roads widened, and safety of traffic at high speed insured by adequate highways. All this work to keep up with new vehicle developments is in addition to the improvement of the 2,500,000 miles of highways that are still primitive roads.

Suggested raids on the funds proposed, legislated, and paid by motorists seek to divert to purposes other than the construction and maintenance of highways the income from motor vehicle taxes. Such diversion will breed dissatisfaction and can only result in the refusal of 25,000,000 motor vehicle owners to continue to supply a revenue that is vital to economical, safe, and comfortable highway transportation.

Any diversion of these funds to meet other revenue needs, no matter how commendable the object, opens the way to replace other state taxes with those drawn from the motorist's fuel tank.

Since the earliest time the highway has been serenely useful, interwoven with the daily life of everyone. To break down the normal, balanced and well-planned program of highway development made possible through motor vehicle user taxes will be a severe blow to the economical, safe, comfortable, and expeditious public use of the highways. The comfort, happiness, and well-being of the whole Nation depends on the highways.

—Georgia Highways.

CONTRACTS AWARDED BY STATE ROAD DEPARTMENT

January 1, 1932 to July 25, 1932

STATE PROJECTS

Proj.	Road	County	Contractor	Length Feet	Length Miles	Contract + 10%	Type
718-B	5-A	Alachua-Columbia	John Johnson	216		\$ 24,292.45	Concrete
819-B	54	Okaloosa	Penton-Mathis Const. Co.	3087		95,964.54	Timber
695-C	2	Lake	Coastal Roads Co.		2.33	63,599.40	Bit. Conc.
960	67	Glades	Wilson & Walters		6.19	36,695.02	Grade
977-B	32	Hardee	Paul Gilmore	217		18,867.94	Concrete
805	25	Hendry	J. D. F. Boggs			22,002.39	Concrete
1090	169	Duval	Duval Engr. & Contr. Co.	351	.67	14,883.29	R.B.S.T.
1002	140	Broward	Everglades Const. Co.		2.07	32,445.98	R.B.S.T.
870	143	Palm Beach	Coastal Roads Co.		10.90	26,348.30	R.B.S.T.
785	47	St. Johns	T. B. Gillespie, Inc.		6.00	42,460.00	M.I.P. Tar
562-C	8	Highlands	Manly Construction Co.		8.50	216,445.26	R.B.S.T.
757	2	Polk	Rutherford Const. Co.		9.85	296,374.92	Macasph.
758	2	Polk	Jno. E. Ballenger Const. Co.		7.17	221,125.85	Macasph.
1024	47	Duval	Duval Engr. & Contr. Co.		6.88	280,426.41	
1097	4	Duval	Duval Engr. & Contr. Co.		2.94	108,328.79	
677-C	13	Levy	L. B. McLeod Const. Co.		10.30	177,833.53	R.B.S.T.
1013	25	Palm Beach	Dudley-Murphy Const. Co.	250		10,054.50	Conc. Tmbr.
977-B	32	Hardee	Hiram McElroy	101		8,312.89	Concrete
918-B	0	Gadsden	Thomas Roberts	121		3,917.95	Timber
1094	0	Alachua	J. B. McCrary Co.		1.50	65,414.05	Concrete
1095	0	Leon	J. B. McCrary Co.		.90	28,699.94	Concrete
806-D	25	Hendry	A. O. Greynolds		12.69	24,821.01	Surf. Treat
806-D	25	Hendry	A. O. Greynolds		11.00	21,253.15	Surf. Treat
623	35	Madison	Coastal Roads Co.		12.88	23,688.15	Surf. Treat
706-B	28	Putnam	Coastal Roads Co.		14.91	26,195.04	Surf. Treat
Sub Total No. 1				4,343.0	127.68	\$1,890,450.75	

FEDERAL PROJECTS

Proj.	Road	County	Contractor	Length Feet	Length Miles	Contract + 10%	Type
72-D	28	Putnam-Flagler	Powell Brothers	313		\$ 37,131.79	Concrete
53-D	2	Lake	Coastal Roads Co.		4.83	149,749.01	Bit. Conc.
79-B	4	Duval	Hillyer & Reynolds	181		19,366.66	Concrete
87-A	19	Jefferson	Van Gordon Const. Co.		7.54	159,858.90	R.B.S.T.
3-A	218	Okaloosa	The Britton Lumber Co.		.87	2,801.72	C.G.&G.
85	3	Seminole-Volusia	Langston & Murphy Const. Co.		3.79	287,325.80	C.G.&G.
76-D	5	Hillsborough	Littrell Const. Co.	1460		51,730.16	Concrete
76-C	5	Hillsborough	W. L. Cobb Const. Co.		2.35	84,313.68	Concrete
Sub Total No. 2				1,954.0	19.38	\$ 792,277.72	
Sub Total No. 1				4,343.0	127.68	1,890,450.75	
Grand Total				6,297.0	147.06	\$2,682,728.47	

Status of Road Construction

Through June 30, 1932

Proj. No.	Contractor	Road No.	County	Total Length Miles	Clearing Miles	Grading Miles	Base Miles	Surface Miles	Type	Per Cent Complete
3-A	McVay Lindsay & Son	218	Okaloosa	9.17	9.17	9.17		6.00	S.T.S.C.	68.00
53-D	Coastal Roads Co.	2	Lake	4.83			1.68	0.00	Bit. Conc.	35.00
60-A	Convicts	4	Flagler-Volusia	11.76	11.76	11.17			Grading	90.00
76-C	W. L. Cobb Const. Co.	5	Hillsborough	2.35	0.00	0.00	0.00	0.00	Concrete	0.00
79-A	Convicts	4	Duval	13.31	11.71	10.51			Grading	85.00
85	Langston & Murphy Const. Co.	3	Seminole-Volusia	3.79	0.00	0.00			Grading	0.00
87-A	Van Gordon Const. Co.	19	Jefferson	7.54			0.00	0.00	R.B.S.T.	0.00
562-C	Manly Const. Co.	8	Highlands	8.50			0.00	0.00	R.B.S.T.	0.00
623	State Forces	35	Madison	12.13				4.00	R.B.S.T.	90.00
677-C	L. B. McLeod Const. Co.	13	Levy	10.30			0.00	0.00	R.B.S.T.	0.00
695-C	Coastal Roads Co.	2	Lake	2.33			2.21	0.00	Bit. Conc.	60.00
702	State Forces	10	Franklin	7.50				0.00	Sand Asp.	0.00
706-B	State Forces	28	Putnam	14.91				6.00	R.B.S.T.	92.00
737	Convicts	39	Washington	11.00	8.00	4.50			Grading	35.00
757	Rutherford Const. Co.	2	Polk	9.85			0.00	0.00	Macasph.	0.00
758	John E. Ballenger Const. Co.	2	Polk	7.17			1.43	0.00	Macasph.	11.00
779	Convicts	19	Liberty	8.00	8.00	8.00			Grading	100.00
785	T. B. Gillespie, Inc.	47	St. Johns	6.00				.60	Sand Asp.	10.00
788	State Forces	10	Walton	17.00				13.00	R.B.S.T.	70.00
793-C	Convicts	15	Citrus	6.45	5.03	1.09			Grading	38.00
796	Convicts	13	Nassau	10.10	6.00	4.75			Grading	35.00
806-C	State Forces	25	Hendry	11.00				6.50	R.B.S.T.	95.00
806-D	State Forces	25	Hendry	12.69				7.00	R.B.S.T.	95.00
826	Convicts	88	Holmes	10.00	8.50	5.50			Grading	48.00
830	Convicts	19	Liberty	10.50	4.00	1.00			Grading	7.00
834	Convicts	52	Jackson	16.04	9.50	8.00			Grading	55.00
864	Convicts	45	Volusia	6.20	.93	.93			Grading	15.00
868-A	State Forces	5	Levy	7.34				3.00	R.B.S.T.	90.00
868-C	State Forces	5	Levy	12.71				5.00	R.B.S.T.	88.00
871	Convicts	82	Columbia	14.82	3.71	0.00			Grading	8.00
873	Convicts	49	Baker	10.78	9.92	5.17			Grading	57.00
876-C	State Forces	78	Duval	19.17				11.50	R.B.S.T.	96.00
902	Convicts	70	Sumter	12.33	11.84	4.93			Grading	60.00
948	McVay Lindsay & Son	22	Orange	11.90	1.00	.83	.95	0.00	R.B.S.T.	15.00
956	Convicts	44	Volusia	5.04	5.04	4.43			Grading	85.00
960	Wilson & Walters	67	Glades	6.19	3.50	2.00			Grading	33.00
974-C	Convicts	29	Osceola	18.10	18.10	9.77			Grading	55.00
977-A	Convicts	22	Hardee	6.84	6.50	3.42			Grading	45.00
994	Convicts	109	Martin	10.50	10.50	1.36			Grading	36.00
1002	Everglades Const. Co.	140	Broward	2.07	.86	0.00	0.00	0.00	R.B.S.T.	5.00
1013	Convicts	25	Palm Beach	3.60	3.60	3.60			Grading	100.00
1024	Duval Engr. & Contr. Co.	47	Duval	6.88	2.06	.69	0.00	0.00	Sheet Asp.	1.00
1090	Duval Engr. & Contr. Co.	169	Duval	.67	.67	.67	.60	0.00	R.B.S.T.	80.00
1096	Convicts	19	Calhoun	9.00	2.00	1.00			Grading	10.00
1097	Duval Engr. & Contr. Co.	4	Duval	2.94			0.00	0.00	Sheet Asp.	12.00
Total Complete to May 31, 1932					3,447.80	3391.32	1959.08	2973.43		
Complete month of June					14.72	14.19	4.18	5.02		
Total Complete June 30, 1932					3,492.52	3405.51	1963.26	2978.45		

TOTAL ROAD MILEAGE COMPLETE

	Concrete	Brick	B.C.	S.A.	B.M.	Asp.B.	S.T.R.B.	S.T.S.C.	Macasph.
Complete to May 31, 1932	438.05	21.63	55.90	114.61	109.57	23.70	1637.39	366.48	16.99
Complete month of June			1.45	.42			2.40	1.00	.79
Complete to June 30, 1932	438.05	21.63	57.35	115.03	109.57	23.70	1639.79	367.48	17.78

	Sand Asp.	Sand Clay	Marl	Total
Complete to May 31, 1932	103.14	101.37	27.58	3016.41
Complete month of June	4.02			10.08
Complete to June 30, 1932	107.16	101.37	27.58	3026.49

Status of Bridge Construction

Through June 30, 1932

Project No.	Contractor	Road No.	County	Total Length Feet	Type	Percent Complete
57	C. G. Kershaw Contr. Co.	3	Nasau-Duval	1067.00	Concrete	40.00
66	R. C. Huffman Const. Co.	5	Sarasota	458.57	Concrete & Steel Span	100.00
72-D	Powell Bros.	28	Putnam-Flagler	313.00	Concrete	45.00
76-D	Littrell Const. Co.	5	Hillsborough	1460.00	Concrete	0.00
79-B	Hillyer & Reynolds	4	Duval	181.00	Concrete	0.00
718-B	John Johnson	5-A	Alachua-Columbia	216.00	Concrete	82.00
779-B	R. J. Arrington & Son	19	Leon-Liberty	731.00	Timber & Concrete	75.00
805	J. D. F. Boggs	25	Hendry	351.00	Concrete	12.00
819-B	Penton-Mathis Const. Co.	54	Okaloosa	3087.00	Timber	35.00
875-B	C. T. Felix	2	Sumter	700.00	Timber & Concrete	53.00
977-B	Paul Gilmore	32	Hardee	217.00	Concrete	40.00
1013	Dudley-Murphy Const. Co.	25	Palm Beach	250.00	Concrete	